



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
ACCESS & INFRASTRUCTURE (A & I)
STANDING COMMITTEE MEETING MINUTES
April 12, 2024**

ATTACHMENT 2

CALL TO ORDER:

The meeting was called to order at 1:47 P.M.

INTRODUCTION OF COUNCIL MEMBERS AND STAFF:

Present Members: Eugene Lozano, Charles Johnson, Jeff Thom, Mariano Rosales **Other MAC Members:** Frank Trujillo **RT Staff:** Priscilla Vargas, Craig Norman, Jessica Gonzalez, Michael Cormiae, Carmen Alba, Chris Hix, Austin Greiner **Guests:** Chuck Zurek

MEETING RULES: None.

APPROVAL OF MINUTES:

Chair Lozano called for the approval of the March 7, 2024 meeting minutes. Mr. Thom moved to accept the minutes. Mr. Johnson seconded the motion. The motion passed.

PUBLIC COMMENT:

No public comment was given.

CHAIR REPORT: None.

NEW BUSINESS:

A. Tactile Door Striping (Craig Norman, Director, Engineering & Construction)

Mr. Norman said that the rollout of S700 trains will be exclusively on the Gold Line, and there will be announcements directing Gold Line passengers to the new low-floor platforms. Any Gold Line riders needing door indicator tiles would be informed to go to the new low-floor platforms, while Blue Line riders needing assistance would go to the mini-high platforms. This is a temporary solution until the legacy fleet vehicles are retired, after which there will be a permanent marking system. On the exclusive Gold Line stations, the mini-high platforms will be blocked to prevent passengers using them to access the S700 vehicles when they arrive at a station platform. Staff are trying to make use of door indicator tiles more consistent; new door indicator tiles are placed in platforms for the first S700 vehicles only. The existing door indicator tiles will be removed. Staff are proposing to install one door indicator tile at the new raised, low-floor platforms and remove existing door indicator tiles for the legacy fleet. The goal is to eliminate all mini-high platforms when the legacy fleet is retired, and at that time, there would be 4 door indicator tiles for the first vehicle of S700 trains.

Chair Lozano asked to clarify that the goal is to have only low-floor vehicles but provide an announcement that high-floor trains may be used if needed, and that there would be 1 door indicator tile on a platform, and that door indicator tiles would be removed from existing platforms. Mr. Norman confirmed this. Chair Lozano asked which of the four doors in the S700 train the door indicator tiles will align with. Mr. Norman said it will vary based on the station, but usually be the first or second door. Chair Lozano suggested putting the door indicator tile at the second door, where there is a ramp. Mr.

Thom and Mr. Johnson agreed. Mr. Norman agreed to put the door indicator tiles at either the second door or third door, where there is also a ramp; more updates will follow. Mr. Norman suggested discussing this at the S700 site visit on April 17.

Chair Lozano said that barriers that will be put on mini-high platforms must meet safety, permanence, and physical stability standards. Chair Lozano discussed the Empco-light device, which can make audio announcements triggered by a motion detector when pedestrians get within 15 feet of the device, which will be mounted on the mini-high platform ramp. Mr. Norman agreed to investigate these.

B. Bicycles Onboard S700 Trains (Chris Hix, Transportation Superintendent, Light Rail Operations)

Mr. Hix presented a draft proposal. Currently, light rail vehicles allow up to 4 bicycles, 2 in each car, and there is no limit on bicycles during the last train on each route, and passengers have priority over bicycles. Weatherproof bike lockers are provided at all light rail stations. There are no changes to these policies for S700 trains. For boarding policy on S700 trains, bikes will enter through the rear or front doors on either car after other passengers, and doors will be identified with bike decals. Bikes in the S700 trains will be placed in the lower level of the rear or front, and riders must stand with their bikes. Mr. Hix shared photos of a different S700 seating arrangement at Portland, OR TriMet and Sound Transit-Seattle with hanging bike racks. Chair Lozano asked where bicyclists would go if priority seating is occupied; Mr. Hix said bicyclists may not be able to board, because seated riders take priority. Chair Lozano said this could cause conflicts if not moderated by an operator, and bikes risk blocking riders. Mr. Johnson said that bike handlebars in aisles could obstruct riders in a wheelchair; Mr. Hix said that this will not be an issue because riders will stand with their bikes. Mr. Cormiae said this will be discussed with a bike present at the MAC tour of the S700 train, and photos will be taken. Ms. Vargas said this will also be discussed at the MAC meeting in May. Mr. Thom said that if there is a conflict between bikes and riders, this policy should be reevaluated after a 6-month period. Chair Lozano added that San Diego could be asked about any complaints they received. Mr. Cormiae said that San Diego has already opted to remove bike racks due to safety issues.

C. Video Shoot for How to Ride the S700 Trains (Jessica Gonzalez, Director, Marketing, Communications, and Public Information)

Ms. Gonzalez reported that a video shoot is planned for April 17, which will demonstrate accessibility features with boarding for riders using a wheelchair as well as persons with a visual impairment. There will be two versions of this video, one with an audio-visual description and one without. These will be published by late April or early May. Mr. Thom said that the video's audio description must fully describe the motions shown in the video. Chair Lozano said a professional audio describer should be involved in producing this video and future videos. Ms. Alba stated that there is no budget for hiring a professional audio describer and she will work with Ms. Gonzalez, Ms. Vargas, and Devra Selenis on getting the video audio described in-house. Mr. Thom suggested using state training resources provided by American Council of the Blind for the audio description.

OLD BUSINESS:

A. Update on Track Crossings and SacRT's collaborative work with Sacramento City Department of Public Works (Michael Cormiae, Director, Light Rail Maintenance)

Mr. Cormiae said that track crossings are equipped with audio signals, such as gongs or bells, between 75 and 85 decibels, to notify pedestrians of track crossing arms in a down position on an approach of a train. Chair Lozano said that the 19th & S St. crossing had safety and accessibility deficiencies, such as no detectable warning surfaces prior to the track crossing arms; the placement of blended transitions between the track crossing arm and the tracks where a pedestrian using a wheeled mobility device could be trapped when a train is approaching; and the recent requirement from the PROWAG that track crossings are to have pedestrian gates to stop pedestrians from crossing the tracks in front of approaching trains. Mr. Cormiae said that the California MUTCD Regulation Committee is currently reviewing new regulations from the DOT. Staff will continue to review improvements to crossings, including barriers for service animals. Chair Lozano also discussed the need to develop safety and compliance for crossings on the Downtown Riverfront Streetcar Light Rail Project. Mr. Johnson said that the tracks presented rough terrain for wheelchairs. Mr. Thom added that there is a bus stop with a shelter near the 19th & S St. crossing. Mr. Cormiae discussed asphalt deterioration near the tracks and said that staff continue to monitor this monthly.

OTHER BUSINESS:

No other business was discussed.

ANNOUNCEMENTS/COUNCIL MEMBER REQUESTS FOR INFORMATION:

None.

ADJOURNMENT:

Chair Lozano called for a motion to adjourn. The meeting was adjourned at 3:03 P.M.

The next meeting of the Access and Infrastructure Standing Committee will be determined soon.